

## LOTT'S FRIEND WHIPS BULGARIAN IN DUEL

Officer Who Sought French Writer's Blood Is Wounded Twice.

### WINNER EXPERT DUELLIST

Georges Breitmeyer Ends Talk of Bulgarian Achievement With Thrust in Breast.

Special Cable Despatch to The Sun.  
Paris, Nov. 19.—Lieut. Lott, the French aviator, who obtained special leave of absence from the Ministry of War at Sofia and came to Paris to "have the blood of Pierre Lott" in a duel, was the result of a severe breast wound received in a duel this morning with Georges Breitmeyer, one of the most expert swordsmen in France.

Lott sought revenge on the field of honor for the accusations of the French writer, who charged the Bulgarians with inhuman treatment of the Turks in the Balkan wars. Breitmeyer took up the challenge after Pierre Lott had declined to consider the officer as being entitled to meet him with pistols, swords or anything else with which "honor" is avenged in France.

When it was announced that Lieut. Lott was on his way to Paris and the news for his trip reached the ears of Pierre Lott, the distinguished aviator, the Turks refused to allow it to disturb his customary calm and made no statement regarding the challenge until he learned that a score or more of French journalists desired to meet the swash-buckling Bulgarian in combat. It was the opinion of experts in the code d'honneur that an officer had no right to seek redress for comments on actions in which the army to which he belonged had taken part and which did not reflect on himself.

M. Lott explained his refusal to look on the challenge in any other light than that of an insult by saying: "The challenge is couched in such ignorant terms that my fingers refuse to touch it. There is one passage which seems to have been written by a madman."

In spite of Pierre Lott's appeal to those who announced their willingness to fight the Bulgarian to do nothing of the sort and to teach him a lesson by silence, Georges Breitmeyer, an author and fencing master, decided that he could teach a more forceful lesson by other means and took up the gauntlet. He made it clear that he was not acting for Pierre Lott and had not been drawn into the quarrel by a third party.

Breitmeyer and Lott met this morning in the park adjoining the residence of Edmond Du Masnil, director of the *Rappel*. The Bulgarian was wounded in the hand in the third bout and received a severe thrust in the breast in the sixth which stopped the contest.

### PESSIMISM ON PANAMA CANAL.

The Ship Broker Doesn't Believe It Will Boom Maritime Trade.

Special Cable Despatch to The Sun.  
London, Nov. 19.—Mr. Houlder of Houlder Brothers & Co., owners of the Houlder line of steamships, addressing the Institute of Ship Brokers to-day, is said a warning that the opening of the Panama Canal might result in exactly the contrary of what was expected by some of the large lines which are increasing their tonnage in expectation of a great impulse to maritime trade.

"Of course," he said, "the opening of the canal will be an event of the first importance and may lead eventually to a shifting of trade to the Pacific in enormous quantities, but I do not believe the increase would be very large until the Pacific coast of both North and South America is more largely populated than it is at present."

### SEE END OF STRIKE IN NATAL.

Tales of Ill Treatment of Hindus Grossly Exaggerated.

Special Cable Despatch to The Sun.  
London, Nov. 19.—The situation in Natal, where an uprising of Hindus was feared, developed no dangerous features to-day and it is now believed that the movement will collapse.

The influence in India of the agitation of the nationalist leader, Gokhale, and his associates, who are spreading stories of inhuman treatment of Hindu workers in the South African mines, is causing anxiety. They assert that many Hindus have been flogged to death or shot, and these tales are arousing intense indignation. All the reliable correspondents in South Africa say that a single Hindu has been killed, or flogged there.

### FEAR STEAMER IS LOST.

Insurance Rate on Acilia, From Valparaiso Oct. 23, Goes Up.

Special Cable Despatch to The Sun.  
London, Nov. 19.—The insurance rate on the German steamship *Acilia*, last reported as having sailed from Valparaiso on October 23 for Hamburg, rose to-day from 65 to 85 guineas.

The Hamburg-American Line has asked the Chilean Government to send a cruiser to search for the missing steamer.

### ATTACKS BJORNSSON'S FAMILY.

Norwegian Writes Play Libelling Dead Poet and His Relatives.

CHRISTIANIA, Nov. 19.—Gunnar Heiberg, author of several plays with easily recognizable traces of inspiration, has published a comedy which is supposed to deal with Bjornstjerne Bjornson's family. It is alleged to represent the old poet's sons and daughter-in-law as making a business profit in various ways from his death and finally selling his body to the highest bidder. As a matter of fact, Bjornson was formerly in circulation accusing the Bjornson family of such offences, but were denounced by all the newspapers as untrue and shameful.

Although Mr. Heiberg is highly esteemed as a playwright the National Theatre here refused to produce the comedy. The author's brother, who is the manager of a private theatre, says he is going to do so after Christmas. If he attempts to do so a riot may result.

### GENERAL STRIKE IN RUSSIA.

Men Protest Against Trial of Comrades in St. Petersburg.

St. Petersburg, Nov. 19.—The trial of a number of workmen charged with leaving their positions contrary to law began in the district court here to-day and simultaneously with the opening of the trial a general strike of factory hands continued in St. Petersburg and throughout northern Russia was inaugurated. In this city alone 65,000 men walked out. The workmen on trial were employed by the Buchow

### GOLDEN'S SUIT REJECTED.

Evidence in National Bituminous Co. Deal Too Contradictory.

Special Cable Despatch to The Sun.  
London, Nov. 19.—When the suit brought by R. O. Golden of New York against his brother-in-law, P. L. Tagliavia, for half of the profits in a deal involving bonds of the National Bituminous Company to the value of \$2,000,000 came up in court to-day there was such contradiction of evidence regarding the genuineness of the agreements witnessed by Julian B. Shope, a New York lawyer, that the court gave it up and refused to give an opinion.

### ACTRESS'S MARRIAGE ANNULLED.

Belgian Court Rules Ray Beveridge Was Never Seliger's Wife.

Special Cable Despatch to The Sun.  
London, Nov. 19.—The marriage of Ray Beveridge, an American actress, and Madison Seliger of Columbus, Ohio, which took place here in April, 1912, was annulled to-day by the divorce court on the ground that it was not consummated.

The Chancery Court, before which the suit was first brought, refused to interfere because it held that the evidence of one of the parties was no more credible than that of the other.

Ray Beveridge is a granddaughter of the late John L. Beveridge, at one time Governor of Illinois. Her sister, Kuhne Beveridge, is a sculptor of note. Both women are famous for their beauty in Europe and the United States.

### BAVARIAN KING AND HIS BROTHER IN ROW

Ludwig III. Claims for Son Revenue From Fund Established in 1769.

Special Cable Despatch to The Sun.  
Berlin, Nov. 19.—The *Vossische Zeitung* says there is a serious quarrel between King Ludwig III. of Bavaria, recently raised to the throne to take the place of the mad King Otto, and his brother, Prince Leopold, in reference to a revenue of about \$150,000 a year left by Duke Clement of Bavaria in 1769, to provide an income for the son and son of each Elector of Bavaria and so balance the elder brother's succession to the electorate.

Bavaria became a kingdom in 1806 and this income continued to be paid to the second son of the King. King Otto, who never reigned, having been insane since the time he would have succeeded to the throne, was the last inheritor and abandoned the income when his brother, King Louis II., died in 1885, and he became the titular monarch. Since that time the revenue has not been drawn.

King Ludwig now claims it for his second son, but Prince Leopold contends that the income was intended as a compensation for whichever of the two sons of each generation did not ascend the throne and that therefore he is entitled to it.

### ROYAL HOUSES UNRESTRICTED.

Three Bedrooms and Two Living Rooms in Cornwall Cottages.

Special Cable Despatch to The Sun.  
London, Nov. 19.—Replying to the assertion of Dr. Caleb W. Saleeby at a meeting yesterday presided over by the Duchess of Marlborough, formerly Consuelo Vanderbilt, that there was a restriction on large families in the houses being built on the estate in London of the Duke of Cornwall, one of the royal appurtenances, the secretary of the Duchy said to-day that all the houses have three bedrooms and some even have four, while in every house there are two living rooms. The houses are artisans' cottages.

### NEW WARSHIP AS FIRST AID.

The Iron Duke Takes 27 Persons From Burning Liner.

PORTSMOUTH, Nov. 19.—Twenty-seven persons from the Glasgow steamship *Scotsdyke*, including passengers and crew, were landed here to-day by the British dreadnought Iron Duke, which went to the aid of those on the Glasgow vessel early this morning when it was discovered that the *Scotsdyke* was on fire.

The *Scotsdyke* was bound from the Mediterranean for Glasgow and had a valuable cargo aboard. Arriving in the English Channel last night she caught fire shortly after midnight, the flames being visible from the shore. The dreadnought Iron Duke, recently completed, was on her trial trip and had aboard a number of high officials of the Admiralty. The warship was off Ventnor, Isle of Wight, when the naval officers saw fire from a ship on the horizon. The Iron Duke hastened to the scene and came up with the burning *Scotsdyke* ten miles south of Ventnor. It was apparent that the Glasgow steamer could not be saved and the dreadnought immediately sent out small boats to take off the passengers and members of the crew. Twenty-seven were transferred and it is believed that no lives were lost.

### U. S. SAILORS TO EAT TURKEY.

Bluejackets Abroad Will Have Real Thanksgiving Dinner.

VILLEFRANCA, France, Nov. 19.—The United States supply ship *Celtic*, which is provisioning the ships of the United States fleet in the Mediterranean, transferred part of her cargo to-day to the battleship *Indiana* at Toulon in this port.

The *Celtic* carries a whole cargo of turkeys, the Navy Department heads at Washington making provisions to give the American bluejackets a typical American Thanksgiving dinner on November 27. The Wyoming, flagship of Rear Admiral Charles J. Badger, arrived here to-day.

### Help the Needy To Be Thankful

Of the sick and needy who have turned to the help of the needy there are 500 for whom Thanksgiving will be a day of melancholy instead of gratification unless we speak in their behalf.

In each of these homes, dependent because of some unavoidable misfortune, we want to foster hope again revived, and to stimulate courage for the winter's struggle.

For \$2.50 you can provide a Thanksgiving Dinner and make one family grateful.

The best way to acknowledge mercies received is to pass kindness along—to make some one else thankful.

How many families do you think you should help to express their gratitude for blessings conferred?

Send contributions to Robert Shaw Minton, Treasurer, Room 211, 165 West 23rd St., N. Y. C.

NEW YORK ASSOCIATION OF CHARITABLE AND BENEVOLENT SOCIETIES. THE CHAIRMAN OF THE COMMITTEE, R. FULTON CUTTING, President.

## LARKIN, STRIKER, IS NOW SOCIETY "LION"

Well to Do People Throng Albert Hall to See Dublin Trouble Maker.

### FIGHT ENLIVEN'S MEETING

Union Men Angry at Postponement of Action Regarding Transport Strike.

Special Cable Despatch to The Sun.  
London, Nov. 19.—Jim Larkin, the leader of the Dublin strikers, who came to England after his release from prison to "raise the fiery cross" and try and bring about a general strike in Great Britain, attracted a big audience to Albert Hall this evening, where he delivered an address.

It was supposedly a labor meeting, but the workers were in a minority. Well to do persons attracted by curiosity to see the latest "lion" thronged the hall. The "fiery cross" did not blaze quite so furiously as it has done at other meetings in England. The feature of the meeting was a lively fight between a band of students who headed the hall and the strikers and others who were delegated to maintain order. The strikers came out on top. The students, badly battered, were thrown headlong into the street.

It was announced on behalf of the parliamentary committee of the trade unions congress that a conference of the unions would be called on December 9 to decide on action regarding the Dublin transport workers' strike. This postponement of discussion for almost three weeks aroused the laborite section of the audience to fury. The workers did not seem to credit the announcement at first, but when the truth burst upon their minds there was a passionate outburst of wrath and yells of execration, booing and hissing.

This demonstration of trade unionist anger against their chosen chiefs was taken as a tribute to Larkin, who has captured the sympathies of the rank and file. The English trade union leaders, on the other hand, although they do not say so, find the "fiery cross" a nuisance and Larkin's influence with the mass of the workers decidedly embarrassing. They do not want a general strike in England at present.

There will be a private meeting to-morrow of the three main laborite executives to have a further discussion of the matter.

### SEEK TO RECOVER BURNS MSS.

Sold to Americans, but Glasgow Wants Them Back.

Special Cable Despatch to The Sun.  
London, Nov. 19.—Interest has been reawakened in the Burns manuscripts, which the Liverpool Athenaeum entrusted to Sotheby's some time ago to be sold at auction by the announcement that the manuscripts are now in America.

The city of Glasgow questioned the validity of the title of Liverpool to the manuscripts and its title to dispose of them, but before the matter could be adjudicated Mr. Hornestein, a dealer, bought them from Sotheby's and sent them to an agent in the United States.

At the instance of the Lord Provost of Glasgow Hornestein cabled to his agent to withdraw the manuscripts from sale and sent a representative to New York to bring them back. The manuscripts had in the meantime been disposed of to an American, who, when Mr. Hornestein's agent is searching for the purchaser, but as the latter is on a wandering expedition he is difficult to trace and it may be weeks before the result is known.

### MANY LEPROS IN LONDON.

Sir Malcolm Morris Tells of Efforts to Start a Home.

Special Cable Despatch to The Sun.  
London, Nov. 19.—Sir Malcolm Morris, an expert on skin diseases, presided at a lecture on leprosy this evening and surprised his hearers by the assertion that there are many lepers in London who are hunted from one lodging house to another and treated with no consideration whatever.

He said an effort is now being made to provide a small institution where they can be segregated, but it is necessary to act with secrecy lest lepers in other countries be attracted to it, as there is no law to prevent lepers from entering England.

### CZAR'S HEIR IN AUTO CRASH.

Crippled Boy Thrown From Vehicle in St. Petersburg.

Special Cable Despatch to The Sun.  
London, Nov. 19.—The Russian Crown Prince, Alexis, who has been in London for several months, was thrown from an automobile in which he was riding to-day in St. Petersburg, according to a despatch from that city. He escaped with a few bruises.

### KING HONORS WALTER WINANS.

Alfonso Confers Decoration on American Sportsman.

Special Cable Despatch to The Sun.  
London, Nov. 19.—It is announced that King Alfonso has conferred the order of Isabel la Catolica on Walter Winans, the American sportsman and horse owner.

### GARROS A CIRCUS AVIATOR.

Transatlantic Loop Flier Joins "Loop the Loop" Contingent.

Special Cable Despatch to The Sun.  
Paris, Nov. 19.—Roland Garros, the aviator who crossed the Mediterranean in an aeroplane, has joined the "loop the loop" contingent at Villacoublay. He was seen in many thrilling flights this afternoon.

### LORD PIRRIE TO RETIRE.

Chairman of Harland & Wolff May Enter Politics.

Special Cable Despatch to The Sun.  
London, Nov. 20.—The *Morning Post* says Lord Pirrie intends to retire from the chairmanship of the Belfast shipbuilding firm of Harland & Wolff at the end of the year and devote himself to public affairs. The paper says it is probable he will be appointed to an important public office.

Mr. Morgenthau Leaves Paris.

Special Cable Despatch to The Sun.  
Paris, Nov. 19.—Henry Morgenthau, the new American Ambassador to the Sublime Porte, left for Vienna this evening.

### KRUPPS NET \$9,150,000.

Big Increase in Profits Laid to Industrial Boom.

Special Cable Despatch to The Sun.  
BERLIN, Nov. 19.—According to the report for 1912 of the Krupp Armament Works the net profits for the year amounted to \$9,150,000, compared with \$7,350,000 for the previous year.

The success of the firm is attributed to the general industrial boom. The output of steel was 1,500,000 tons. It has 80,000 employees.

### FERDINAND BACK IN VIENNA.

Bulgarian King Is Accompanied by His Foreign Minister.

Special Cable Despatch to The Sun.  
VIENNA, Nov. 19.—King Ferdinand of Bulgaria, rumors of whose approaching abdication have been prevalent for several weeks, returned to Vienna from Cologne to-day and was joined by the Foreign Minister, M. Guentzler.

### POOR WOMEN BEST VOTERS.

Defeat Rich of Jersey Town on \$115,000 School Increase.

GARFIELD, N. J., Oct. 19.—Women took an active part in a school election here yesterday and the forces aligned with Garfield's upper crust were defeated by those who do not move in its most exclusive social circles.

It was a case of high taxes and fewer schools against a desire for higher taxes and more schools, and the former was the factor that decided the election. As the result of the battle Garfield will not spend \$115,000 for additional school facilities.

At present Garfield has four schools, with a total registration of 3,000 pupils. They are crowded and between 600 and 700 pupils are on half time.

When the notices for the election to vote on the three propositions to spend an aggregate of \$115,000 were posted, the small house owners decided that Garfield had about all the educational facilities it needed and began an active campaign to defeat the proposals.

Women joined with the men and Mrs. William Heizer was the most active campaigner for women's votes. She made a canvass of that part of Garfield which is not crisscrossed by the rubber tired wheels of automobiles.

As soon as the women of Garfield's most fashionable circles learned what was going on they started a campaign in favor of the proposition to raise taxes. They were led by Mrs. John Stewart, wife of the tax collector, and Mrs. Jacob Nounburg, wife of the president of the Board of Education. A total of 234 votes was cast. Fifty ballots were deposited by women, breaking the record for a Garfield school election. The school increases were defeated by a comfortable majority.

Over 500 regular voters did not bother about going to the polls.

### ELLIOTT IN SPEECH ASKS FOR FAIR PLAY

Orator of the Evening at New Haven Chamber of Commerce Dinner.

NEW HAVEN, Nov. 19.—The principal speaker at to-night's banquet of the New Haven Chamber of Commerce was Howard Elliott of the New Haven road. There were 600 at the banquet. Job Hodges of New York was another speaker, his subject being "Personal Responsibility for Efficient Government."

Several ex-governors of Connecticut were among the guests. It was Elliott's first appearance as a public speaker before a New Haven audience. His theme was the New Haven railway system.

Mr. Elliott's address, carefully prepared, intimated frankly throughout that if the railroad is to be brought up to a condition modern transportation demands New England and all government agencies must consent that there be an increase in the gross revenue of the company.

This can be secured only by an increase in charges. He made a point that no matter what may have been the methods and practices of the past, no matter what the public may have thought of those methods, the present situation must be considered calmly, dispassionately and with regard to the future. He said that the public must be cooperation by all parties in interest, frankness and fairness.

Mr. Elliott's reference to the past management and present burdens was as follows: "With no feeling of criticism of the part of any men connected with the company then or now, the new directors of the road, and the old ones are all working loyally to review the situation and to do what is right to those who own and to those who use the railroad, and to conform to the law. It is clear that the law has been transgressed, and to practice the most rigid economy consistent with safety and fair service to the public."

After citing loss of net revenue through increased expense rates, through increased cost and through increase of trainmen's wages, Mr. Elliott said: "Revenues are falling and expenses are rising. Some economies can be introduced by spending the money for bigger engines that will move more cars, but where is the money for these engines, longer passing tracks, heavier bridges needed and enlarged terminals to be obtained?"

### STRIKERS WANT NO I. W. W. AID.

Lawrence Firemen Issue "Hands Off" Order to Other Workmen.

LAWRENCE, Mass., Nov. 19.—The striking textile mill firemen want no help from the Industrial Workers of the World. Secretary Hargrove of the firemen's strike committee issued a statement to-day requesting workers in other departments to keep their "hands off." While the I. W. W. was not mentioned it was at the origin of the Lawrence strike. A warning was directed, because it had voted to call a sympathetic strike if requested.

More employees were laid off to-day because of lack of steam. The owners say that their efforts to obtain licensed men outside of the city is being fruitless. One official said that he had practiced enough men to replace those who went out.

### FINDS MAN DEAD A WEEK.

Real Estate Broker Asphyxiated When Gas Heater Leaked.

John Kahr, a retired real estate broker, 55 years old, was found dead last night in his apartments on the ground floor of the hotel at 33 West 22nd St., New York. He had been dead a week.

Although he had been dead for a week from asphyxiation and the room was filled with the gas, the gas heater which leaked and caused his death was still burning.

Kahr occupied three rooms. The rest of the house was given over to tenants. He was a widower, with a daughter, Mrs. Louis D. Lesman of 413 West Twenty-first street. Lesman wrote to Kahr ten days ago and receiving no answer called on him last night. He became worried when he couldn't get into the apartment and summoned a policeman, who went in through a window.

## TIFFANY & Co.

### Old English Silver

NEW YORK PARIS LONDON

## A. T. PERKINS DENIES YOKUM'S TESTIMONY

Feeder. He Says, Was Built With Understanding Frisco Would Buy It.

### GARBLED REPORTS TOLD OF

C. W. Hillard Testifies He Was "Dummy" President of Construction Co.

St. Louis, Nov. 19.—Four more witnesses testified here to-day in the Interstate Commerce Commission's investigation of the financial collapse of the St. Louis and San Francisco Railroad system, Frank H. Hamilton, the Frisco's treasurer, Albert T. Perkins, vice-president of the St. Louis, Brownsville and Mexico Railroad, Charles W. Hillard, the Frisco's vice-president, and J. D. O'Keefe, receiver of the Eastern half of the New Orleans, Texas and Mexico Railroad, were called.

Chairman Clark complimented Perkins, who is also railroad expert of the St. Louis Union Trust Company, after Perkins's recital from memory of the names of the subscribers of the syndicate which sold five subsidiary companies to the Frisco.

St. Louis financiers who built the New Iberia and Northern Railroad made suggestions with the understanding it was to be a Frisco property, and were requested by Perkins officials to do the work because the St. Louis and San Francisco Railroad then was unable to carry out the plan, according to Mr. Perkins, who directed the construction of the road for the syndicate.

Yokum, chairman of the Frisco board, testified yesterday that the St. Louis syndicate which built Southern railroads that later were absorbed by the Frisco had launched their enterprises with no written or oral understanding that the mergers would result.

Almost half the amount, about \$2,000,000 used for the construction of the New Iberia, was subscribed by Mr. Yokum, who was a partner in the syndicate. Other original subscribers, Perkins said, were W. K. Bibb, Thomas H. West, Edward Mallinkrodt, Robert S. Brookings, William E. Gray, N. A. McMillan, John D. O'Keefe, and J. D. O'Keefe, who became president of the road.

Original Brownsville Syndicate.

Mr. Perkins said the original syndicate committee of the Brownsville road was composed of Yokum and West, each with about \$200,000, and Charles C. Stewart, W. F. Dodge, Edward Whitaker and Brookings, with \$100,000 or more each subscribed.

David H. Francis of St. Louis headed Perkins's list of the other subscribers whose names he could recall, to the Brownsville project. He named also James H. Speyer of New York and these St. Louisans: Mr. Mallinkrodt, Mr. O'Keefe, Mr. McMillan, G. O. Carpenter, John F. Shepley, F. V. Dubouillet, Robert McKittick, Jones, Thomas J. McKittick, Philip C. Johnson, Perkins said. Other original subscribers, Perkins said, were R. Thomas E. C. Simpson, A. C. Stewart, Edward Hawley and Joseph P. Bascom.

He said he thought the Mercantile Trust Company and subscribed. The Union Trust sponsored for itself and as trustee for several estates, whose executors would not recall how much the Union Trust subscribed.

Nathaniel Trayer, Boston; H. Clay Pierce, St. Louis, and Blair & Co., New York, were given by Mr. Perkins as the subscribers to the syndicate which built the St. Louis, San Francisco and New Orleans Railroad.

Subscribers to the Arkansas Valley and Western Railroad as named by Perkins were: The late L. F. Perkins, \$125,000; Benjamin Cheney, Boston, \$52,500; C. H. Rogers, W. P. Shadling and the late J. E. Hinckley, each \$31,250; P. H. Hamilton, \$19,000.

The Oklahoma City and Western Railroad syndicate subscribers named were Mr. Parker and Mr. Hinckley, each \$25,000, and Mr. Rogers, \$15,000.

Mr. Cheney was referred to as having subscribed \$38,500 to the building of the St. Louis, Oklahoma and Southern Railroad.

Although Charles W. Hillard of New York was president of the Gulf Construction Company, one of the numerous syndicates which bought or built lines to sell to the Frisco system, he knew little of its affairs. Mr. Hillard testified that he was a "dummy" president and said he had nothing to do with the management of its affairs.

Examiner Brown asked Mr. Hillard as to the payment to the construction company by the Frisco six months after the construction company was formed of a sum said to have been \$2,000,000.

The money was for work done and purchases made, Mr. Hillard replied.

Mr. Brown asked Mr. Hillard if the Frisco's financial statements were not submitted to Speyer & Co. before being sent in order to have changes made that might help the appearance of the report. Mr. Hillard said he knew of no such proceedings.

Reenactment of Statistics.

A letter written by Mr. Hillard to B. L. Winchell, president of the Frisco, in September, 1910, was read, telling how the bankers had helped in reorganizing the Frisco. Hillard said whatever the letter showed was correct.

Examiner Brown tried to bring out in questioning Mr. Perkins that the St. Louis Union Trust Company made a profit of \$417,000 in the sale of stock and securities of the Brownsville road to the Frisco, but Mr. Perkins denied this.

It was brought out that the Frisco sold the \$2,000,000 general bond bonus disposed of through Speyer & Co. to French capitalists. That was when the Frisco was withholding payment upon vouchers for general supplies, such as coal for operating trains, round houses and shops. The testimony was given by Frank H. Hamilton, treasurer of the Frisco.